



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090936-B

Mode: Highway

Status: Submitted

I-74, US-74

From/Cross Street: SR 2220 (Broadridge Road)

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$5,750,000

Description:

Upgrade At-grade Intersection to Interchange.

Division(s): Division 6

County(s): ROBESON

MPOS(s)/RPO(s): Lumber River RPO

Project Location



Statewide Mobility Total Score: 12.97

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 9.62 Safety (10%) 66.65 Economic Competitiveness (10%) 2.01 Multimodal + [Freight & Military] (20%) 9.71 [Travel Time] Benefit/Cost (30%) 4.26	N/A	N/A
Totals: Weight: 100% Weighted Score: 12.97		

Regional Impact Total Score: 14.66

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 9.62 Safety (10%) 66.65 [Travel Time] Benefit/Cost (25%) 4.26 Accessibility / Connectivity (10%) 45.28	Percent: 15% Points: 0	Percent: 15% Points: 0
Totals: Weight: 70% Weighted Score: 14.66		

Division Needs Total Score: 59.44

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 66.65 [Travel Time] Benefit/Cost (20%) 4.26 Congestion (V/C) (20%) 9.62	Percent: 25% Points: 100	Percent: 25% Points: 100
Totals: Weight: 50% Weighted Score: 9.44		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	4
Roadway has Curb & Gutter?	No
Volume (AADT):	9092.34
Capacity:	91231.1
Volume/Capacity Ratio:	0.1
% Autos:	84%
% Trucks:	16%
Truck Volume:	1444.42
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	33.3
Severity Index:	100
County Tier Designation:	1
Non-Interstate STRAHNET Route?	Yes
Average Commuting Time:	29
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	88
Actual Congested Speed:	31.96
Travel Time Index:	1.72

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1044000
Travel Time Savings for 30 Years (Autos):	878149.12
Travel Time Savings for 30 Years (Trucks):	165850.88
Long-Term Employment:	17.18
% Change in Economy:	2.31E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 6

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 6	100%	0	100
	0%	0	0
	0%	0	0
TOTAL Division Points		0	100

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Lumber River RPO	100%	0	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	100

Project Cost and Source

Construction Cost:	\$5,750,000	Cost Estimation Tool
Right-of-Way Cost:	\$0	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$5,750,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$5,750,000	